Section 10. METEOROLOGICAL IMPACT STATEMENT (MIS)

9-10-1. GENERAL

A Meteorological Impact Statement (MIS) is an unscheduled planning forecast. It is an air traffic oriented forecast intended for ARTCC, Central Flow Weather Service Unit (CFWSU), Center Flow Control Function (CFCF), and hub terminal air traffic facility specialists responsible for making flow control and flow control-related decisions. It enables these specialists to include the impact of expected, specified local and/or national weather conditions in making these decisions.

9-10-2. CRITERIA

a. The MIS describes adverse weather conditions which are expected to begin generally within 4-to-12 hours after the statement's issuance. It can also describe conditions existing when the CWSU begins daily operations if the existing conditions will continue for at least 3 hours, or it can describe conditions existing at the time a briefing is issued. As a minimum, an MIS will be issued when:

1. Any of the following conditions occur or are forecast to occur:

(a) Conditions meeting Convective SIGMET criteria. (See the Weather Service Operations Manual (WSOM), Chapter D-22.)

(b) Moderate or greater icing.

(c) Moderate or greater turbulence.

(d) Heavy precipitation.

(e) Freezing precipitation.

(f) Conditions at, or approaching, low IFR. (See WSOM, Chapter D-21.)

(g) Surface winds, including gusts of 30 knots or greater.

(h) Low level wind shear (within 2,000 feet of the surface).

(i) Volcanic ash, dust storms, or sandstorms.

2. The above conditions will, in the forecaster's judgment, impact the flow of air traffic within the ARTCC area of responsibility.

3. The forecast lead time (the time between the issuance of an MIS and the onset of the phenomenon), in the forecaster's judgment, is sufficient to make the issuance of a CWA premature or unnecessary.

b. The MIS will describe the location of the phenomenon using ARTCC relevant points of reference, such as VOR's, and will include the height, extent, intensity, and movement of the phenomenon. MIS's will be numbered sequentially, beginning at midnight local time each day. Forecasters should be aware that the MIS is disseminated and stored as a replaceable product. This means that each MIS issuance must contain all of the pertinent and known details of the conditions meeting MIS issuance criteria including the continuing conditions described in previously issued MIS's.

c. The format of the MIS communications header is: (ARTCC designator) MIS (issuance number)(date/time issued in UTC)/(valid until date/time in UTC) (text).

EXAMPLE-
ZJX MIS 02 111345/120100

SCT LVL 3 AND 4 TSTMS ALG N/S RTES S OF ILM AND E OF SAV/OMN LN DVLPG BY 16Z MAX TOPS 350/400 ELSW ZJX AREA LVL 3 AND 4 TSTMS FRMG IN SHRT LNS OR CLUSTERS AFT 17Z WITH FEW RCHG LVL 5 AND 6 CELLS MOVG GENLY SEWD 10 KTS CONT THRU 00Z CONDS LWRG OCNLY TO LIFR IN HVY PCPN AFT 17Z

NOTE-
The format of the MIS communications header must be followed exactly if the product is to be distributed through AIS. ■

9-10-3. DISTRIBUTION

The MIS will be distributed to ARTCC area supervisors and traffic management coordinators and will be entered through FAA AIS and other communications media to make it available for dissemination to other FAA and NWS facilities, including adjacent CWSU's and locally designated hub terminal facilities. Distribution may be made directly by the CWSU meteorologist or through the weather coordinator position. When a MIS is issued concurrently with a briefing, the MIS will be distributed through those media to facilities mentioned above which do not receive an alphanumeric version of the briefing's contents. ■